

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

CT-1295

Property/District Name: Baltimore & Drum Point Railroad Survey Number: 18CV172
Project: MD 2/4 Widening at Prince Frederick Agency: SHA/FHWA
Site visit by MHT Staff: no X yes Name Peter Kurtze Date Dec. 1995
Eligibility recommended XX Eligibility not recommended
Criteria: X A B X C D Considerations: A B C D E F G None
Justification for decision: (Use continuation sheet if necessary and attach map)

The survey examined several sections of site 18CV172 - the remains of the never completed Baltimore & Drum Point Railroad. We agree with SHA's determination that the Baltimore & Drum Point Railroad is eligible for inclusion in the National Register of Historic Places under Criteria A and C. The Baltimore & Drum Point Railroad Company, chartered in 1868, intended to provide a link from the deep-water Drum Point harbor to Baltimore and promote economic development within Calvert and Anne Arundel Counties. Various stages of construction proceeded during the 1870s and late 1880s, but construction halted in 1890 and the line was never completed due to lack of support from the affected local governments. This failed venture to connect Calvert County with commercial centers certainly contributed to the continued rural character and nature of Calvert County which persisted into and throughout much of the 20th century. Considerable portions of the railroad bed and grade survive intact and with good integrity. Unlike other actively utilized transportation properties, the original railroad construction has not been impacted by its subsequent use and upgrade as a transportation facility. We concur that the Baltimore & Drum Point Railroad is eligible for the National Register because of its association with a significant, yet failed, local economic endeavor. In addition, it also exemplifies the materials and techniques of late 19th century railroad construction.

Documentation on the property/district is presented in: Phase I Archeological Survey,
Widening of MD 2/4 and Collector-Distributor System in the Vicinity of Prince Frederick

Prepared by: Greiner, Inc.

Elbert J. Cole
Reviewer, Office of Preservation Services

2/1/96
Date

NR program concurrence: ✓ yes no not applicable

Peter Kurtze
Reviewer, NR program

2/2/96
Date

gms

CT-1295

Survey No. 18CV172

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

<input type="checkbox"/> Eastern Shore	(all Eastern Shore counties, and Cecil)
<input checked="" type="checkbox"/> Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
<input type="checkbox"/> Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
<input type="checkbox"/> Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

<input type="checkbox"/> Paleo-Indian	10000-7500 B.C.
<input type="checkbox"/> Early Archaic	7500-6000 B.C.
<input type="checkbox"/> Middle Archaic	6000-4000 B.C.
<input type="checkbox"/> Late Archaic	4000-2000 B.C.
<input type="checkbox"/> Early Woodland	2000-500 B.C.
<input type="checkbox"/> Middle Woodland	500 B.C. - A.D. 900
<input type="checkbox"/> Late Woodland/Archaic	A.D. 900-1600
<input type="checkbox"/> Contact and Settlement	A.D. 1570-1750
<input type="checkbox"/> Rural Agrarian Intensification	A.D. 1680-1815
<input type="checkbox"/> Agricultural-Industrial Transition	A.D. 1815-1870
<input checked="" type="checkbox"/> Industrial/Urban Dominance	A.D. 1870-1930
<input type="checkbox"/> Modern Period	A.D. 1930-Present
<input type="checkbox"/> Unknown Period (<input type="checkbox"/> prehistoric <input type="checkbox"/> historic)	

III. Prehistoric Period Themes:

<input type="checkbox"/> Subsistence
<input type="checkbox"/> Settlement
<input type="checkbox"/> Political
<input type="checkbox"/> Demographic
<input type="checkbox"/> Religion
<input type="checkbox"/> Technology
<input type="checkbox"/> Environmental Adaption

IV. Historic Period Themes:

<input type="checkbox"/> Agriculture
<input type="checkbox"/> Architecture, Landscape Architecture, and Community Planning
<input checked="" type="checkbox"/> Economic (Commercial and Industrial)
<input type="checkbox"/> Government/Law
<input type="checkbox"/> Military
<input type="checkbox"/> Religion
<input type="checkbox"/> Social/Educational/Cultural
<input checked="" type="checkbox"/> Transportation

V. Resource Type:

Category: site

Historic Environment rural

Historic Function(s) and Use(s): railroad line - never completed

Known Design Source: na

Baltimore- Drum Point Railroad Bed
MIHP CT-1295
Various Locations in Calvert County
1868-1890
Private and Public Access

CAPSULE SUMMARY

The Baltimore – Drum Point Railroad bed was chartered in hopes of providing a winter port for Baltimore City by connecting Baltimore through Anne Arundel and Calvert Counties.

Since the railroad was never completed, the property exists today as the graded bed in sporadic locations in and around Prince Frederick to south Calvert County. Some portions of the bed are visible to the trained eye, while other portions have been destroyed or damaged by modern development.

The Drum Point bed is considered eligible under National Register Criteria A and C.

The physical remains of the bed, and the fact that it was a three county undertaking indicates the project was a significant economic endeavor. Had the railroad been completed, Calvert County may have developed a more diverse economy, rather than its agricultural based economy.

Construction of the railroad bed was a labor intensive undertaking using manual labor, simple tools such as shovels and picks, and horse-drawn carts. The exactness and levelness required to complete a railroad bed is a significant construction achievement.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. CT-1295

1. Name of Property

historic Baltimore and Drum Point Railroad Bed

other Drum Point Railroad Bed (preferred)

2. Location

street and number _____ not for publication

city, town _____ vicinity

county Calvert (various)

3. Owner of Property (give names and mailing addresses of all owners)

name Various

street and number _____

telephone _____

city, town _____

state MD

zip code _____

4. Location of Legal Description

courthouse, registry of deeds, etc. _____

folio _____

city, town _____

tax map Map 42 & 43

tax parcel _____

tax ID number _____

5. Primary Location of Additional Data

_____ Contributing Resource in National Register District

_____ Contributing Resource in Local Historic District

☒ Determined Eligible for the National Register/Maryland Register

_____ Determined Ineligible for the National Register/Maryland Register

_____ Recorded by HABS/HAER

_____ Historic Structure Report or Research Report at MHT

_____ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count
_____ district	_____ public	_____ agriculture	Contributing
_____ building(s)	_____ private	_____ commerce/trade	Noncontributing
<input checked="" type="checkbox"/> structure	_____ both	_____ landscape	_____ buildings
_____ site		_____ recreation/culture	_____ sites
_____ object		_____ defense	_____ structures
		_____ domestic	_____ objects
		_____ education	_____ Total
		_____ funerary	
		_____ government	
		_____ health care	
		_____ industry	
		_____ transportation	
		_____ work in progress	
		_____ unknown	
		<input checked="" type="checkbox"/> vacant/not in use	
		_____ other:	

**Number of Contributing Resources
previously listed in the Inventory**

7. Description

Inventory No. CT-1295

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input type="checkbox"/> ruins
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The Baltimore Drum Point Railroad bed consists of approximately 25 miles of a graded bed found in the area of Prince Frederick and near Bertha, Calvert County. The railroad itself was never completed. Portions of the bed are visible to the trained eye, while in other stretches, the bed has become overgrown with the natural surroundings or destroyed by modern development. The full length of the bed has not been completely studied or recorded.

The proposed Baltimore-Drum Point Railroad bed exists today in largely the same manner that it existed 125 years ago – as a railroad bed waiting for ties and rails.

It was chartered in 1868 with the hope of providing access to an additional port for Baltimore City by connecting Baltimore, through Anne Arundel County and Calvert County. Anne Arundel and Calvert were hoping to reap benefits of economic stimulus that a new rail connection could bring. Work on grading began in the 1870s with steady progress made by the mid 1880s. By 1889, twenty five miles of land had been graded and trestles had been constructed over St. Leonard's and Hunting creeks. However, in 1890, due to lack of support from Baltimore, Anne Arundel, and Calvert counties, the railroad bed was never completed.

The abandoned bed was constructed by men using shovels, pick-axes, mattocks, plows, horse-drawn carts, and dump cars. Men and horses had to be imported to supplement the local labor forces. As many as 250 laborers and a hundred teams of horses were needed during peak periods of construction according to Gibb and Mask (1990:34-35).

Evidence of the railroad bed can be seen in several places in and around Prince Frederick. The MIHP form was completed as part of a SHA compliance project in the vicinity of Bertha in Southern Calvert County where the railroad bed is clearly visible.

8. Significance

Inventory No. CT-1295

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates 1868-1890

Architect/Builder

Construction dates

Evaluation for:

☐ National Register

☐ Maryland Register

☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

STATEMENT OF SIGNIFICANCE

A Determination of Eligibility was completed in 1996 for the Baltimore-Drum Point Railroad bed and is considered eligible under Criteria A and C.

The physical remains of the bed indicate a significant economic endeavor with monies dedicated to its completion from state, county, city and private funds. It has been suggested (Gibb and Mask 1990:38) that had the railroad been completed, the social and economic climate of Calvert County would be very different from its rural, agricultural based economy.

The Drum Point Railroad bed is also an excellent example of the building technology of the day – using manual labor, working animals, and simplistic tools. The exactness and levelness required for grading for railroad beds is a significant achievement in building considering the tools and resources available at that time.

9. Major Bibliographical References

Inventory No. CT-1295

Phase 1 Archeological Survey, Widening of Maryland Route 2/4 and the Collector-Distributor System for Maryland Route 2/4, in the Vicinity of Prince Frederick, Calvert County, Maryland. Gibb and Mark 1990.

10. Geographical Data

Acreage of surveyed property _____
Acreage of historical setting _____
Quadrangle name _____

Quadrangle scale: _____

Verbal boundary description and justification

The proposed National Register Boundary of the Drum Point Railroad Bed is the length of the bed and its graded slopes.

11. Form Prepared by

name/title	Becky Kermes, SHA Architectural Historian		
organization	SHA	date	02/2003
street & number	707 N. Calvert Street	telephone	410-545-2884
city or town	Baltimore	state	MD

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

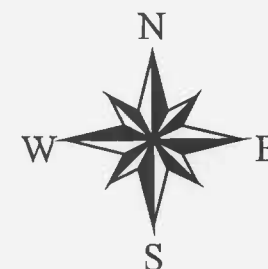
return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Alternate View of the APE MD 765 @ MD 497 Park and Ride Lot



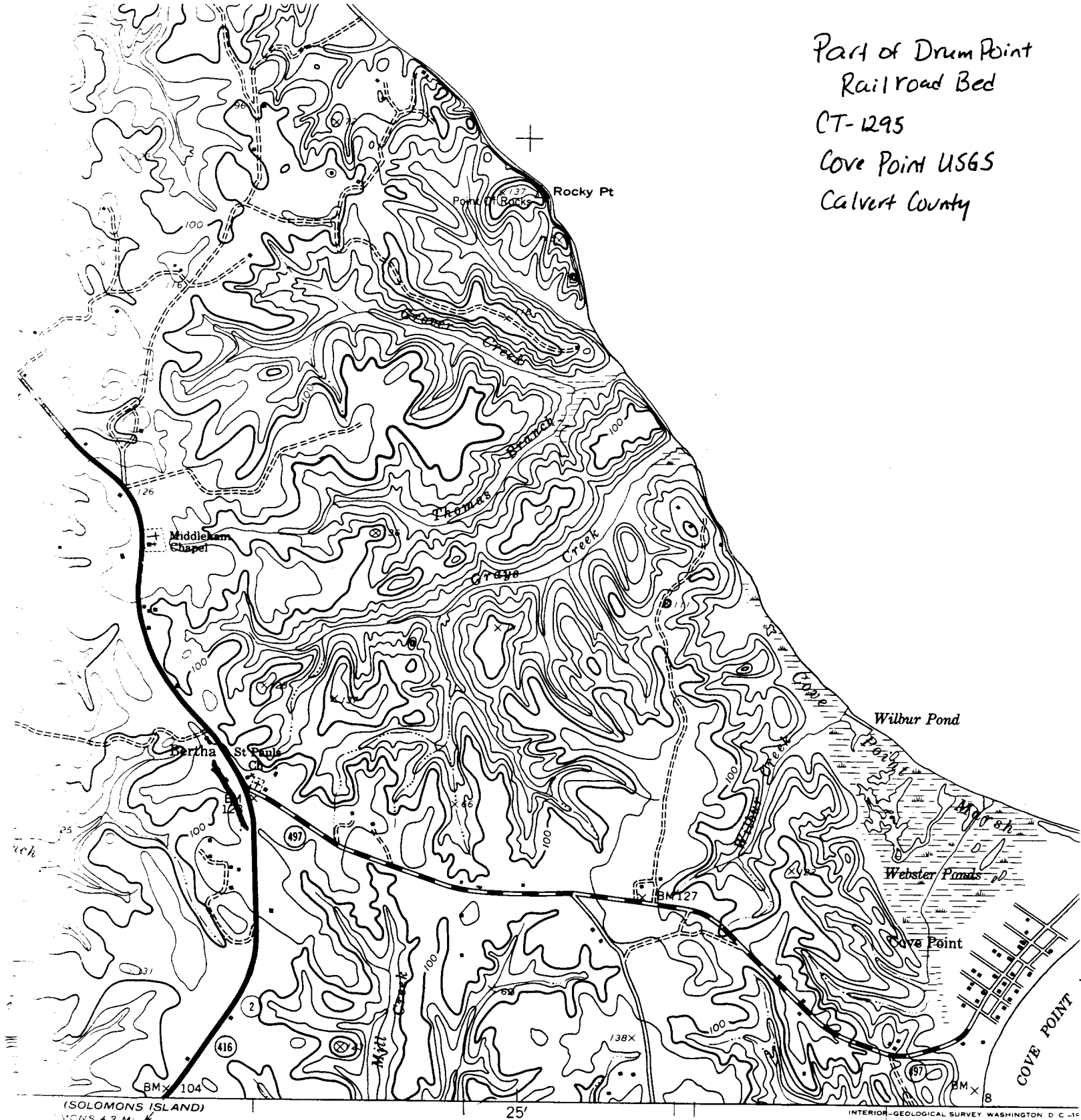
0.1 0 0.1 0.2 Miles

Maryland Inventory of Historic Places
 DOQQ Index
 County

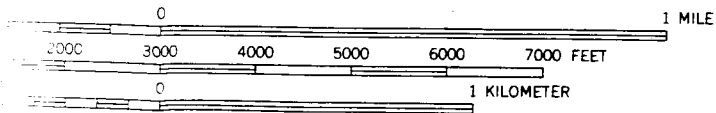


CT-1295

Part of Drum Point
 Railroad Bed
 CT-1295
 Cove Point USGS
 Calvert County



(SOLOMONS ISLAND)
 4.3 Mi.
 SCALE 1:24 000



CONTOUR INTERVAL 20 FEET

BM IS MEAN SEA LEVEL

--- REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
 --- RANGE OF TIDE IS APPROXIMATELY 1 FOOT



QUADRANGLE LOCATION

ROAD CLASSIFICATION

Heavy-duty
 Medium-duty



CC

NW/4

N

CONFORMS WITH NATIONAL MAP ACCURACY STANDARDS
 U.S. GEOLOGICAL SURVEY, WASHINGTON 25, D. C.
 PHOTOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



Prestige
DIGITAL

AGFA

Nov 10 1205

Nov 10 1205
Calverton, Ga. 1205

AGFA

1205

1205

View of bed from

AGFA

1205

Prestige
DIGITAL

1205



MIHP CT-1295

Drum Rd RR bed

Calvert Court

2-2003

Photo of 41x 12 1/2 ft. plus east

tree line & road to Co. use

various lot & road line

1. 41x 12 1/2 ft. Road town

2 of 4



AGFA

Prestige
DIGITAL

igo
TAL

MHP 67-1245
Drum DI RR Red

3/24/03

2-2003

Negatives @ MHP

SHPO

Prestige
DIGITAL

AGFA

Prestige
DIGITAL

View of best terrain for
1st. Looking west.

SHPO's point of view

Prestige
DIGITAL

AGFA

AGFA

Prestige
DIGITAL



CAR
WASH

NOW OPEN

1724P CI-1295

Draw to 22 Box
Calvert County MD

2-2003

AGFA

Prestige
DIGITAL

AGFA

ige
tal

Negatives @ 1:1 S100

Closer view of 22 box looking

from the west

Prestige
DIGITAL

AGFA

Prestige
DIGITAL

GFA

Prestige
DIGITAL

AGFA